petrol has been earmarked for Central Road Fund, as per resolution passed by Parliament in 1988;

(b) if so, how much amount has since become due on this account in the Central Road Fund for the State of Maharashtra, till date; and

(c) whether Government has received any demand from the Government of Maharashtra for implementation of the 1988 Resolution and if so, what decision has been taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) A Resolution to this effect was passed by Parliament in 1988.

(b) The Resolution could not be implemented so far and as such no amount has become due to any State including Maharashtra.

(c) Requests have been made by various States including the State of Maharashtra for implementation of the Resolution. The matter is under consideration of the Government and it is too early to indicate the decision thereon.

Development of National Highway No. 5

5607. SHRI SARADA MOHANTY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the fund earmarked during 1995-96 for the improvement of National Highways; and

(b) the details of work which was proposed to be undertaken during the remaining years of the Eighth Five Year Plan for the development of National Highway No. 5, particularly from Balasore to Bhubaneshwar?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) It is too early to indicate the details of budgetary allocation for National Highways as Demands for Grants for 1995-96 are yet to be approved by the Parliament.

(b) Improvement works proposed to be undertaken on National Highways No. 5 will depend on the availability of funds during the remaining years of Eighth Five Year Plan.

Proposals for conversion of State Highways into National Highways

5608. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received proposals from States for conversion of State highways into national highways;

(b) if so, what are the details thereof, State-wise in general and for Maharashtra in particular;

(c) what is the policy of Government in this regard and the details of proposals of Maharashtra being considered for conversion into national highway during the 8th Five Year Plan; and

(d) what was the total length of national highways in Maharashtra 10 years ago and addition to national highways upto the 31st March, 1995 and proposed additional length during the 8th Five Year Plan and the estimated investment thereon, project-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) 135 proposals for 38,933 km have been received from all States, including 11 proposals for 4,792 km from Maharashtra.

(c) and (d) Declaration of a new National Highway is dependent on a number of factors viz. criteria laid

down for the purpose, recommendations of the National Transport Policy Committee, inter-se priority of a road on an-all-India basis including proximity of National Highways in the area and above all availability of resources. Ten years ago i.e. upto 31.3.85. Maharashtra had a length aggregating to 2888 km of National Highways. During the period from 1.4.85 to 31.3.95, a length of 30 km has been added to National Highway network in Maharashtra. However, owing to meagre allocation of funds for National Highways during the 8th Plan, it is difficult to declare any new National Highways in the country including in Maharashtra at this stage.

Irregular operation of DTC Buses under the Unified time table scheme

5609. SHRI RAM NATH KOVIND: Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 570, given in the Rajya Sabha on the 15th March, 1995 and state:

(a) whether it is a fact that the DTC buses included in the unified Time Table scheme are not plying regularly;

(b) if so, the details thereof;

(c) whether Government are aware that this scheme has resulted in reduction in the frequency of buses from Jal Vihar to Central Secretariat; and

(d) if so, whether Government would increase the frequency of the above mentioned bus route to 15 minutes, instead of the existing 30 minutes, in order to solve the problems being faced by office-goers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Due to various financial and other constraints, DTC is not in a position to operate its full fleet of buses and to fully implement the scheme of unified time table.

(c) In unified time table, route No. 410 is scheduled to operate between Jal Vihar Terminal and Kendriya Terminal with 8 buses (3 DTC, 5 STA) have 12/24 minutes service frequency. All the 3 DTC buses are in operation. Besides, the residents of Lajpat Nagar (Ring Road area) can also avail the services of route No. 408 and 480.

(d) In view of the existing services of route No. 410, 408 and 480 and also the fact that the frequency of services is 12/24 minutes, there seems to be no need to make any change.

भारतीय नौवहन निगम के वित्तीय संसाधन

5610. **श्री संघ प्रिय गौतम** : क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय नौवहन निगम द्वारा गत तीन वर्षों के दौरान प्रत्येक वर्ष में कितनी विदेशी मुद्रा अर्जित की गई है ;

(ख) भारतीय नौवहन निगम द्वारा उक्त अवधि के दौरान अपने पोतों की मरम्मत और रख-रखाव पर कितनी विदेशी मुद्रा व्यय की गई ;

(ग) केन्द्र सरकार द्वारा निगम को उक्त अवधि के दौरान कितनी विदेशी सहायता दी गई ; और

(घ) वर्ष 1995-96 के दौरान निगम द्वारा कितनी विदेशी सहायता की मांग की गई है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) पिछले तीन वर्षों के दौरान भारतीय नौवहन निगम द्वारा अर्जित विदेशी मुद्रा/बचत निम्न प्रकार है :—

वर्ष	राशि (करोड़ रु०)
1991-92 . .	1331.60
1992-93 . .	1403.78
1993-94 . .	1487.96